GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of April 1, 1935. Vol. XIV. No. 7.

1. Estonia, Newest Fascist State, Bans Politics.
2. Traffic Survey Shows Milwaukee Safest City.
3. Frog Farming Not Yet Successful Industry.
4. Europe Builds Inns for Youthful Travelers.
5. Wake Island, "Stepping Stone" on Proposed Pacific Air Route.

Photograph by Lynwood M. Chace

THIS GRINNING "MONSTER" WOULD TERRIFY THE BRAVEST FLY

One leap, a lightning flicker of tongue, and that's the end of the insect that ventures too near a frog. The only hope for escape is to "play dead," because these great, staring eyes cannot focus on motionless objects (see Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Estonia, Newest Fascist State, Bans Politics

ESTONIA, the Baltic country which last year joined the ranks of Europe's Fascist states, has just abolished all political parties. This strict new decree is the result of the recent exposure of a revolutionary plot, according to news dispatches.

Situated at the southeast "corner" of the Baltic Sea and the Gulf of Finland, Estonia is the smallest of the trio of youthful Baltic States, yet with its numerous large and small islands, it is equal to the combined areas of Massachusetts, Rhode Island, Connecticut, and half of New Hampshire.

Not much was heard about the Estonians and their country until the Germans, who occupied the region in 1918, stepped out in 1919. Russian refugees, who then swarmed in, were driven out in 1919, and soon afterward the Estonian flag was hoisted atop the new Republic's government buildings.

Ruled by Danes, Germans and Swedes

There was good reason why little was known of the region. Although the Estonians are a strong, resourceful people, they were forced, for seven centuries, to bow to mightier neighbors. The Danes roving about the Baltic, decided in 1219 to take over the northern part of the country. They held it until 1345 and sold their claim to German landholders (the so-called Baltic Barons) who had held southern Estonia for nearly a century and a half.

In the middle of the sixteenth century land-hungry Swedes sailed across the Baltic and took the north country, while Poles moved in and held the south. The Swedes, however, allowed the Poles to remain only until about the time the Pilgrims landed in Massachusetts. But in 1720 the Swedish grip was broken in turn by the Russians who dominated the land until 1917.

Although Estonia is almost as large as our combined New England States, census workers have counted only half again as many people in the country as are in the city of Boston, Massachusetts. Most of the inhabitants occupy farms and small villages.

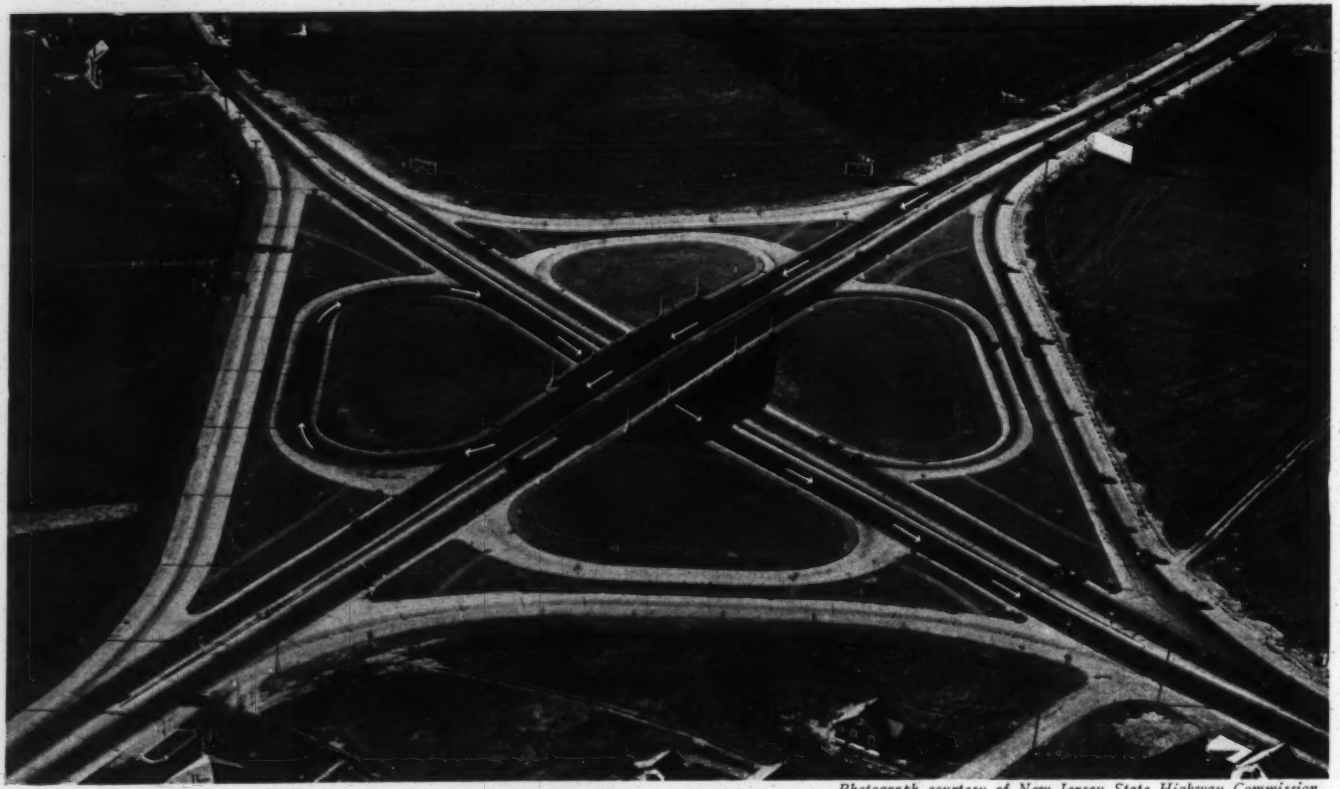
The visitor comes upon textile, lumber, and paper mills, oil refineries, and cement and cellulose factories in the more thickly populated districts, but, in the main, Estonia is an agricultural country.

"Potato State" of the Baltic

About two-thirds of the land is in farms, one-half of which is meadow and pastureland, supporting a large dairy industry (see illustration, next page). About one-fifth of the country is in forests, which feed paper, pulp and lumber mills. Rye is the leading farm crop, particularly in the fertile south, where good crops of barley and flax also flourish. In the less fertile north country, potato growers have been so successful that Estonia has been dubbed the "Potato State" of the Baltic.

Tallinn (formerly Reval), the largest port and city, also is the capital of Estonia. It has 133,000 inhabitants—one of only four cities with more than 20,000. As Reval, Tallinn was one of the chief ports of northern Imperial Russia. Over its docks to-day goes the bulk of Estonian foreign trade. Textiles, coal, iron, and steel lead the Estonian imports—while cotton and woolen fabrics, timber, paper, flax, potatoes, and dairy products are the chief exports. In 1931 Estonian dairy

UMI



Photograph courtesy of New Jersey State Highway Commission

ONE REASON WHY NEW JERSEY RANKED FIRST IN HIGHWAY SAFETY LAST YEAR

This clever means of handling heavy traffic where two busy trunk roads cross near Woodbridge is called a "clover leaf." The white arrows indicate how left turns can be made without cutting through a line of cars. New Jersey has pioneered in constructing by-passes, viaducts, traffic circles, sunken roads and other devices which safeguard, without slowing, heavy motor traffic (see Bulletin No. 2).

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Traffic Survey Shows Milwaukee Safest City

THE third national traffic safety contest, conducted by the National Safety Council, has been won by Milwaukee. The Wisconsin metropolis received the grand award as the safest city in the United States (as far as traffic hazards are concerned) after the 1934 traffic reports of more than 600 cities were examined.

The winner's traffic fatality rate in 1934 was 10.8 deaths per 100,000 population. Pittsburgh was second; San Francisco third; while New York and Detroit received honorable mention. The first three among the 33 States which entered the contest were New Jersey (see illustration, second page), Minnesota, and Arizona.

Viewed by an air traveller approaching the city, Milwaukee would appear to have a somewhat perplexing traffic problem. All the bridges which link the two parts of the community east and west of the Milwaukee River seem to have been cut on the bias.

Evidence of an Ancient Feud

Thus the most modern mode of transportation directs attention to the only remaining evidence of an ancient feud that long hindered the development of what is now Wisconsin's largest and most important city.

Shortly after Solomon Juneau laid out a number of small squares, and began to convert his fur-trading post into a village, a civil engineer named Kilbourn began the development of a community of larger blocks on the opposite side of the Milwaukee River. For years the rivalry between the East Side and the West Side was such that ferries provided the only links across a narrow stream which today the modern business section almost ignores.

When bridges finally came in 1840 they could not match up the spacious squares of the engineer with the smaller sections of the fur post (see illustration, next page). Diagonal spans and street signs suggest that Milwaukee is as much a pair of twins as Benton Harbor and St. Joseph, Michigan, or Winston-Salem, North Carolina.

Milwaukee Machinery Does World's Work

In spite of the slogan that "made Milwaukee famous," only in one year, 1889, was brewing Milwaukee's major industry. But Milwaukee shovels severed the link between the Americas at Panama, and are banishing malaria from the land of the Thessalonians and Alexander the Great.

A Milwaukee ore-crusher in Chile is the giant of its tribe; Milwaukee-made engines, hydroelectric units, and pumps are known the world over, and, with the aid of pictorial advertising, Milwaukee silk hosiery has gained a footing throughout the Near East.

As far as the Great Lakes are concerned, Milwaukee is second to Buffalo as a receiving port, but Milwaukee-made shovels are scooping up a considerable portion of the State of Minnesota to keep the ore boats busy in every port on the lakes.

When canals were most in fashion, Kilbourn planned one from Lake Michigan to the Mississippi via Milwaukee, the Oconomowoc Lakes and Rock River, but railways arrived in time to prick the canal bubble.

UMI

farmers shipped 14,444 tons of butter, one-half of which went to Germany and most of the remainder to England, Belgium, and France.

Until two decades ago, Estonia was a good customer of coal producing countries. But the World War shut off her supply and she looked to her own land for fuel. Her timber filled the gap well, but expensively, until the neglected 3,000 square miles of peat bog in the northwestern part of the country was exploited and put to use.

Peat Used for Fuel

Up to that time peat had been used only locally, but to-day there are several hundred peat-cutting plants and the fuel is widely used. In recent years products from oil shale, discovered in the north country, also have kept down coal purchases from abroad.

Tartu, Estonia, is the oldest settlement in the Baltic States. It is said to have been founded more than 900 years ago. A delightful town, it has been called the Oxford of the Baltic because it is the Estonian seat of learning. The University has more than 3,000 students, about one-fourth of whom are women.

Estonia, like its neighbor, Finland, is a land of lakes. There are about 1,500 within its boundaries. Some of them are navigable, and with many rivers and more than a thousand miles of railroads, make up the Republic's chief system of communications.

Note: The following articles contain brief references to Estonia: "Helsingfors—A Contrast in Light and Shade," *National Geographic Magazine*, May, 1925; "Latvia, the Home of the Letts," October, 1924; and "The Races of Europe," December, 1918.

Bulletin No. 1, April 1, 1935.

Photograph from J. and P. Parikas

ESTONIANS ARE PROUD OF THEIR FINE CATTLE

About two-thirds of the area of Estonia is farmland, half of which is meadow and pasture, supporting a large dairy industry. Each year this Baltic nation exports more than 10,000 tons of butter, much of it to Germany, and the rest to England, Belgium, and France.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Frog Farming Not Yet Successful Industry

ONE of the earliest harbingers of spring is the clack and rattle of tiny frog voices from wayside brooks and marshes. Students in nature-study classes go forth to skim jelly-like frogs' eggs from woodland ponds and bring them back for the school aquarium. Then someone always suggests: "Frogs' legs bring good prices at restaurants, and the skins are used in making book covers and fine glue. Why not start a frog farm?"

Frog farming, however, has been tried in both Louisiana and Wisconsin but it is not yet a paying "industry." Recently the New York State Department of Conservation warned investors to be on their guard following the publication of commercial circulars urging people to go into the business of raising frogs for the market.

The U. S. Bureau of Fisheries likewise is skeptical, declaring "success in artificial propagation on a commercial scale still awaits realization."

Four to Five Years for Each Pair of Frog Legs

It requires from four to five years for the frog whose legs are edible to reach adult size. When the warm spring sun tempers the water in our ponds, it is mating-time for frogs. A female frog may lay as many as 240 eggs. The eggs are deposited in small masses on water plants or on sticks or leaves lying in shallow water.

But already danger besets the germ of life growing there. A gray fungus or mold may penetrate the envelope, sprout upon the yolk, and thus cut off the life of the little frog before it has well begun. But if Fate is kind and conditions are favorable, the central yolk, at first a single cell, begins at once to grow, dividing into two cells, these into four, these into eight, and so on in the typical way.

Under favorable conditions, the tadpole hatches on the fourth day. At first it is a minute, flattened, yellowish object, with conspicuous branching filaments, its gills at one end, and a coarse, rudderlike appendage, the tail, at the other.

Must Dodge Many Enemies

The little creature at this stage can barely wriggle away from its cast-off envelope, to squirm upward to the surface of the water, where it seeks the shelter of foliage and shallow water, for at this stage it easily becomes the prey of small fish and other ever-hungry enemies.

In a few days, when its mouth parts have begun to develop, it nibbles the "scum" of green algae which forms a dense mat over every submerged stone or pebble in the stagnant pond. At this stage tadpoles are scavengers, and fortunate are they to find the crumbs that fall in the form of fragments of fish or other food left by larger and more careless banqueters in Nature's storehouse.

This rich fare fattens the tadpole's body to ridiculous rotundity. His tiny, lidless eyes stare solemnly upward at the water surface, to which he must now rush every few moments for a lungful of air, as his gills are beginning to be absorbed. He now depends largely on his two nostrils.

Hind Legs Come First

His tail has developed to a thing of surprising strength, for on its power alone his safety depends in a bitter struggle to escape countless enemies. Before the tadpole is many weeks old a pair of budlike growths sprout near the base of the tail, and shortly these elongate into a pair of hind legs equipped with five toes, which closely resemble those of the adult frog.

Some days after the legs appear, the right arm comes out. Now the little tadpole stays near the top of the water nearly all the time and seems very uncomfortable, and no wonder. His left arm is developing just where the breathing pore is located. As soon as it bursts through, his troubles are lessened, for now he can hop out on the bank in true frog fashion.

Only the tail remains to tell of his former aquatic habits. Day by day it, too, is absorbed into the body, just as were the gills in the very early stages, until at last our little frog is completely changed and can go freely on shore with his brothers to catch flies among plants bordering his ancestral pool.

It is now the end of July, and for the next two or three months his only occupation is eating and preventing himself from being eaten—enough to keep him busy and on the alert.

At the approach of the short autumn weather he is about half an inch in length and half-grown. While he has no voice as yet, the mating call of his elders may be heard in the pool as late as September.

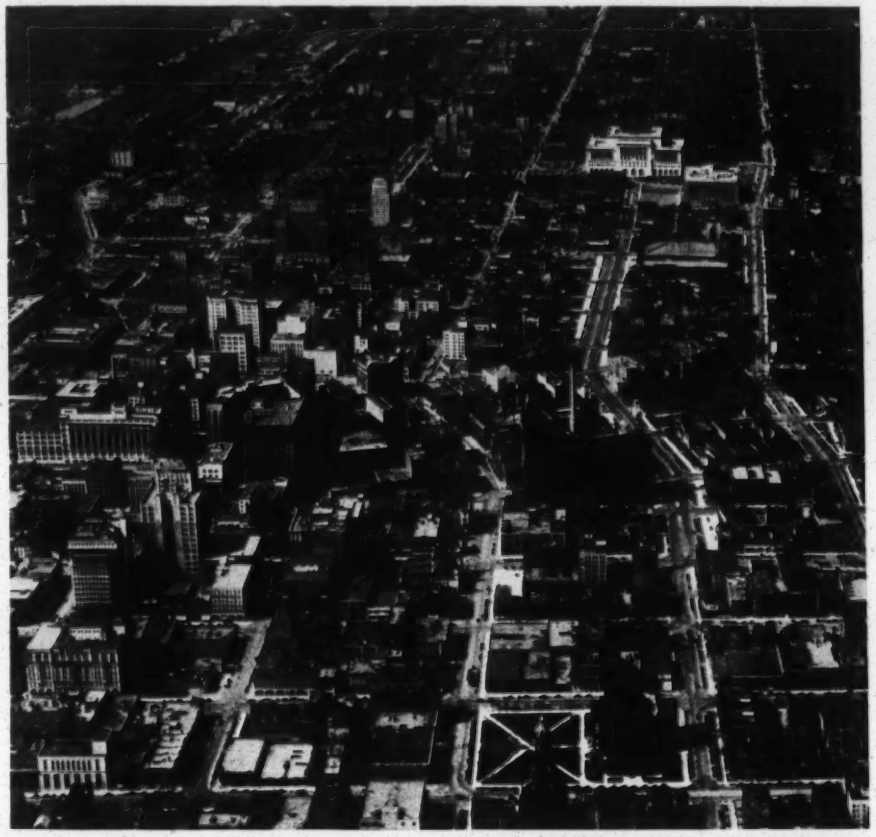
Transportation by Ox Caravan

Water power from one of the canal dams, however, once drove Milwaukee's chief industries. It is hard to believe that lead and buckshot dominated the thoughts of Wisconsin's canal builders and railway men; but the ox-drawn lead caravans from Iowa County to Milwaukee ranked with the cheapest and most efficient transportation of our early days.

Strangely enough, Wisconsin lead producers did not profit from the Civil War. The shot tower at Helena, west of Madison, and center of the grandiose dreams of traffic men, ceased operations just after Fort Sumter fell.

Note: For other data about Wisconsin, and photographs of highway safety devices in New Jersey and Minnesota, see "Minnesota, Mother of Lakes and Rivers," *National Geographic Magazine*, March, 1935; "By Car and Steamer Across Our Inland Seas," April, 1934; "New Jersey Now!" May, 1933; "The First Alaskan Air Expedition," May, 1922; "The Wild Life of Lake Superior," August, 1921; "The Origin of American State Names," August, 1920; "Prizes for the Inventor," February, 1917; and "The Land of the Best," April, 1916.

Bulletin No. 2, April 1, 1935.



Photograph by Fairchild Aerial Surveys

BIAS BRIDGES HOLD MILWAUKEE TOGETHER

For many years the Milwaukee River, minus bridges, separated "enemy" towns. Solomon Juneau laid out the narrow streets of his fur trading post in the foreground, with no reference to the spacious squares planned by his rival Kilbourn. The large building in the distance is the new Milwaukee County Courthouse.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Europe Builds Inns for Youthful Travelers

WITH the coming of spring Europe opens her doors—thousands of them—to the youth of the world. From Alpine valleys to Norwegian fjords, from villages of central Europe to the rocky Hebrides, young wanderers will find "youth hostels" waiting to welcome them at the end of a long day on the road. For a shilling, a franc, or a mark, one may use a kitchen to cook supper, find a friendly group of campers around a fire, and, best of all, a comfortable bed.

Rucksack (knapsack) and weary feet are a certain passport. The young traveler must have a membership in one of the national hostels associations; but this is easily obtained, and dues are only about a dollar a year.

Whether it is the *Reichsverband fur Deutsche Jugendherbergen, La Ligue Français pour les Auberges de la Jeunesse*, or the Gaelic *An Oige* of the Irish Free State matters not at all. Agreements between the various countries entitle any member to the use of foreign hostels.

Youth and a Slender Purse Win Welcome

All associations are alike in their ideals of international democracy and simple living. There are no distinctions of race, creed, or social position. Youth and a slender purse are first served. In fact, in Bavaria, no one over twenty, save the leader of a group, may use the hostels. Luckily for many, England has no such rule, measuring age by enthusiasm rather than gray hairs. Travelers arriving by motorcycle, car, or bus will probably find themselves politely turned away. The hostels have no room for the ordinary summer tourist.

The youth hostel movement began in Germany over twenty years ago when a young school teacher in Westphalia started taking his students on summer walking trips, stopping overnight in empty schoolhouses.

By 1914 he had raised funds for a number of hostels, and after the war, membership increased with amazing rapidity. In 1932 there were over 2,300 hostels in Germany, giving shelter to more than four million visitors in one year.

Youth inns now occupy old castles along the Rhine, city towers in medieval towns, forest huts in the Harz Mountains, and even a grim old fortress at Coburg.

One of Largest in Cologne

The majority, however, are modern buildings with the most modern equipment (see illustration, next page). In many of the cities they have assumed hotel proportions. One of the largest—the inn at Cologne—accommodates 1,200 guests. More recently, a chain of hostels has been added in East Prussia. One of these is at historic Weissenberg, where the frontier of East Prussia meets the boundaries of the Polish Corridor and the Free City of Danzig.

The Youth Hostels Association of England and Wales is a much younger and less crowded organization. It was not founded until 1930, but by 1933 could boast of 200 hostels and 30,000 members. Shelters are of the simplest kind—farmhouses, village schools, and granaries. There is even one in the old City Mill in Winchester—ancient capital or Arthur, Alfred, and Canute.

For those exploring the Shakespeare country there is the Shottery hostel across the road from Anne Hathaway's garden. The mountaineer in Snowdonia will find lodging in Welsh cottages hidden in narrow mountain valleys.

A few there are for whom the Great North Road, with its signs reading "Edinburgh, Aberdeen and the North," has an irresistible lure. The road leads the adventurous over bare moors, through steep glens, and past lonely lochs to the wildest beauty in Britain. Until three years ago, when the Scottish Youth Hostels Association was founded, much of the grandest country in Scotland remained inaccessible to the cyclist and hiker of limited means.

Hostels Near Places Famed in Song and Story

Inns are infrequent and fairly expensive, and it requires super energy to pack a tent and camping equipment over the rocky trails of Wester Ross. Now Scotland has more than 30 hostels, usually plain stone huts, often with room for no more than ten, and sometimes straw mattresses instead of beds.

Among the popular Border hostels is Broadmeadows by quiet Yarrow Water, near Scott's beloved Abbotsford and blue St. Mary's Loch. Of course hostels exist in the Trossachs, and another chain in Perthshire. If the traveler is still following the Great North Road, he will find the key to Birnam hostel at "Macbeth Cottage." Birnam wood still stands, nor has it "come to Dunsinane."

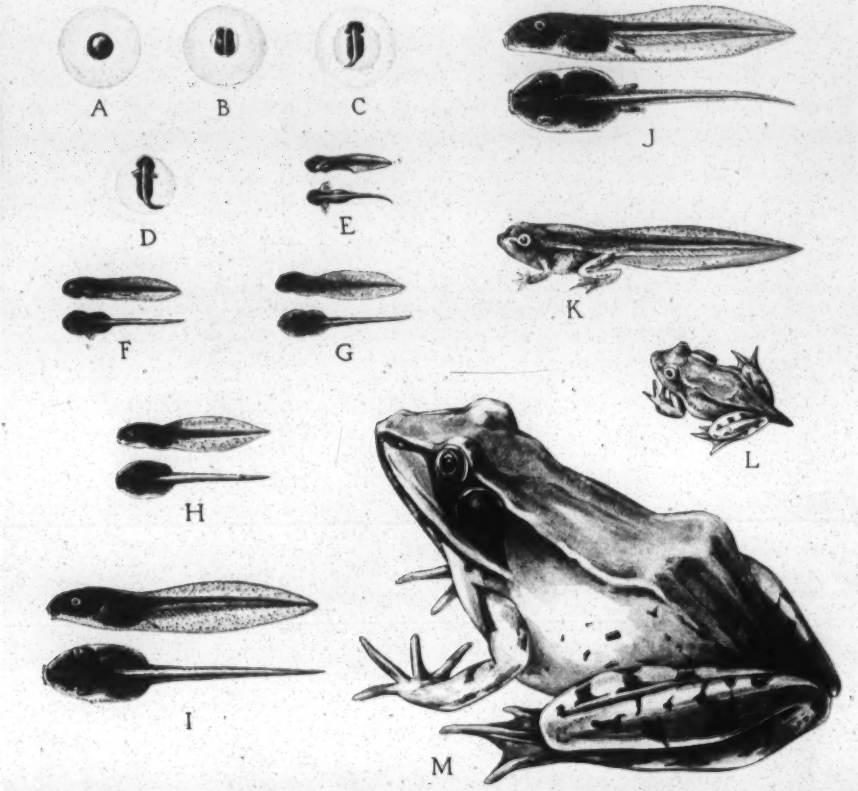
UMI

At the onset of winter everything is silent, but with sleep, not death. Near the borders of the pond, buried under logs and stones in the mud, the little frogs have begun hibernation for the winter. A wise provision of Nature slows down their life processes to suit them to this complete inactivity.

In the summer, more than a few moments' enforced submergence in water would have drowned them. Now, in hibernation, they can pass a whole winter beneath the mud because they are not breathing. Sometimes, indeed, a mild spell in midwinter is sufficient to wake them, and their clicking calls may be heard in nearly every month of the year in some of our Southern States, where the winters are not severe. The warmth of the returning spring calls them to another cycle of singing and mating, and so life goes on in the little pool in the woodland.

Note: Other photographs and descriptions of frogs will be found in "The Okefinokee Wilderness," *National Geographic Magazine*, May, 1934; "Our Friend the Frog," May, 1932; "Louisiana, Land of Perpetual Romance," April, 1930; "Porto Rico, The Gate of Riches," December, 1924; "Missouri, Mother of the West," April, 1923; and "The Wild Life of Lake Superior," August, 1921.

Bulletin No. 3, April 1, 1935.



One and one-half times natural size *Drawing by Hashime Murayama*

THREE YEARS IN THE LIFE OF A FROG

The development of a wood-frog from egg to adult: (A-D) 1st week, (E-H) 2nd week, (I) 3rd week, (J) 7th week, (K) 9th week, (L) 11th week, (M) 3rd year.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Wake Island, "Stepping Stone" on Proposed Pacific Air Route

THIS month a survey steamer of the Pan-American Air Lines will sail across the Pacific to inspect a number of islands selected as landing places for a proposed transpacific air service. Its first stop will be in Honolulu, and then it will call in turn at Midway Island, Wake Island, Guam, and the Philippines—all of which are under the American flag.

Least known of all these isolated "stepping stones" along the 8,500-mile route to the Far East is Wake Island. Wake is the largest of three mere specks clustered in the vast Pacific, about 2,200 miles west of Honolulu, almost on a direct line to Manila. It is less than two square miles in area and its two neighbors, Wilkes and Peale, have a combined area of nearly three-quarters of a mile. The three could easily be "lost" in the 70 square miles of our tiny District of Columbia.

Although discovered by the British in 1796, Wake has never attracted any permanent settlers; in fact, few people have set foot on its sandy shores and remained to explore it.

Hardly More Than Name on Map

To students of geography, Wake has been hardly more than a name on a list of the United States possessions; to readers of travel tales, it is known only as one of the land spots glimpsed from the rail of an occasional passing vessel; to navigators of passenger ships plying between the Hawaiian Islands and Guam, it is merely one of those "very dangerous spots" which they are warned to avoid.

Yet Wake, although without fresh water, is not as forbidding as was Midway Island, westernmost of the Hawaiian group (about 1,500 miles to the northeast, and another halt on the proposed air route), before it became a cable station. Wake is clad in heavy brush, and umbrella and hardwood trees, while Midway was a barren sandy spot until earth was shipped there so that its handful of residents, employees of a cable company, might survive.

The nearest neighbors of the Wake group are the Pokaakku (Taongi) Islands, 450 miles to the south-southeast, within the Japanese mandated portion of Micronesia.

Large Lagoon in Center

Charles Wilkes, commander of the United States Exploring Expedition of 1841, was probably the first person to make more than a cursory visit to the island. He thought the island so unimportant that he did not chart it. In his report he said:

"Wake's Island is a low coral one of triangular form and eight feet above the surface. It has a large lagoon in the center which was well filled with fish of a variety of species; among these were some fine mullet.

"From appearances, the island must be at times, submerged, or the sea makes a complete breach over it; the appearance of the coral blocks and of all the vegetation leads to this conclusion, for they have a very decided inclination to the eastward, showing also that the violent winds or rush of water, when the island is covered, are from the westward."

The island has been a possession of the United States since 1899, when it was visited by the U. S. S. *Bennington* under the command of Captain E. D. Taussig. The last official visit to Wake was in 1922 when the U. S. S. *Beaver* was dispatched there merely to note if any changes were taking place. There is now

Farther north, much farther, is Loch (Lake) Maree, dotted with green isles, and guarded by the giant Ben (Mt.) Slioch which rises abruptly across the lake from Slattadale hostel.

To seek still wilder moors and higher mountains one must go west, across the Sound of Sleat to Skye, island of blue mist and brilliant sun. Above the schoolhouse hostel in Glen Sligachan, tower the purple peaks of the Cuillins. To climb their crags requires a rope, a guide and intrepid skill. Sudden mists guard their cliffs and corries; but should a climber gain the top of Sgurr-nan-Gillean or Sgurr Alasdair and find the clouds lifted, the "mysterious isles" will win him forever.

Far below, set in black rock are the hidden waters of dark Loch Coruisk. Southward across Cuillin Sound are the "cocktail islands"—Rum, Eigg, and Muck. In the east rise the blue Highlands of Scotland, cut by deep sea lochs where white sands glisten on the shore. Westward stretches the long line of Outer Islands—Uist, Harris and Lewis; and if the day is clear enough, far beyond may be glimpsed St. Kilda, alone in the Atlantic.

Note: Pictures of these young travelers and the countries they visit will be found in "What Is the Saar?" *National Geographic Magazine*, February, 1935; "Vagabonding in England," March, 1934; "Freiburg—Gateway to the Black Forest," August, 1933; "Hamburg Speaks with Steam Sirens," June, 1933; "Edinburgh, Athens of the North," August, 1932; "Dinkelsbühl, Romantic Vision from the Past," December, 1931; "Through the English Lake District," May, 1929; "Renascent Germany," December, 1928; and "The Battle-Line of Languages in Western Europe," February, 1923.

Bulletin No. 4, April 1, 1935.

Photograph by Max Wentz

YOUNG HIKERS IN THE SAAR, AND ONE OF THEIR HOSTELS

This Youth Hostel is a new one, built beside a small lake in the Warndt region near Saarbrücken. Now that the Saar has returned to Germany it belongs to the German Association. Germany has more youth inns than any other European country.

no anchorage for large vessels near the island. Small boats may enter the lagoon between Wilkes and Wake islands at high tide.

Note: For additional material on the islands of the Pacific and modern long-distance flying see "Flying," *National Geographic Magazine*, May, 1933; "The Greatest Voyage in the Annals of the Sea (Magellan)," December, 1932; "Modern Saga of the Seas," December, 1931; "Around the World in the *Islander*," February, 1928; "The Columbus of the Pacific (Cook)," January, 1927; "The Romance of Science in Polynesia," October, 1925; "Bird Life Among Lava Rock and Coral Sands," July, 1925; "The Hawaiian Islands," February, 1924; "Sailing the Seven Seas in the Interest of Science," December, 1922; "The Islands of the Pacific," December, 1921; and "The Dream Ship," January, 1921.

Bulletin No. 5, April 1, 1935.

BINDERS FOR GEOGRAPHIC NEWS BULLETINS

A special binder for GEOGRAPHIC NEWS BULLETIN which will hold thirty issues (a complete year's edition) is now available. This holder consists of a handsomely embossed brown cover and spring jaws which grip hard and hold fast one, two or any number of BULLETINS up to a full year's allotment. When a single BULLETIN is required elsewhere, release is immediate, replacing equally easy while other BULLETINS remain undisturbed in numerical order as they were. BULLETINS are not punched or marred in binding.

This binder can be obtained by writing direct to The Albrecht Company, 211 South Sharp Street, Baltimore, Md., the National Geographic Society is informed. It is mailed postpaid upon receipt of $1. Money will be refunded if the binder does not prove satisfactory. Your name will be placed on the front cover in 22-carat gold for 15c additional.

Photograph by Verne O. Williams

IN THIS FASHION TRAVELERS MAY SOON CROSS THE PACIFIC

The interior of one of the big "Clipper" ships which now link Miami, Florida, with the islands of the Caribbean, the Canal Zone, and South America. The cabins of these huge flying boats are larger than Pullman compartments, and are fitted with soft, comfortable seats. Equally roomy land planes now contain sleeping berths for night journeys.